

**\$24,255,000 A YEAR
TAKEN BY 'PHONE
PAY STATIONS.**

**Profits From These Receipts
Are So Enormous That the
Bell Monopoly Could Easily
Establish a 5-Cent Rate.**

**\$17,000,000 Clearly Taken in
from Ten Cent Calls Alone.
Plant Established on Watered
Capital of \$38,000,000.**

**If the Needed 5-Cent Rate
Were Established, Experts
Figure That the Receipts
Would be Greatly Increased.**

(New York Journal, 20th.)
There are about 5,000 pay stations of the New York Telephone Company in the boroughs of Manhattan and the Bronx. The charge for five minutes' conversation over a pay station telephone is 10 cents. The Journal contends that the service would pay at 5 cents, and in this article will find some figures to prove it.

The average citizen knows nothing at all of the enormous profits that accrue to the telephone monopoly from the pay stations. So much money was accumulated from these from the time they were inaugurated that the monopoly cut the price of messages from 15 cents to a dime, because it was feared that revelation of the exorbitant profits might awake slumbering public indignation and compel a reduction to 5 cents—a reasonable rate.

It is computed that the average pay station receipts are \$15 a day. Of course, there are hundreds of pay stations that do not take in a dollar a day, but they are more than made up, on the average, by the big stations such as are maintained in the hotels, railroad stations and in drug stores, tobacco stores, saloons and other places of business on the public thoroughfares. It is almost impossible to get at exact figures, but there is a basis upon which the following revelations may be made, and they are not far out of the way:

BIG RECEIPTS HERE.
The receipts of the pay station at the Imperial Hotel, where there is a brokerage office in the open in which the pay station is located, will average \$75 a day. The receipts at the Waldorf-Astoria and other big hotels in the hotel district will run along with those of the Imperial. Even the Astor House service, which is not used at night at all, runs to \$25 and \$30 a day in receipts. In any big public place it is almost impossible to get to the pay station booths in the busy hours of the day without long waits.

TAKING THE AVERAGE RECEIPTS PER DAY OF EACH OF THE 5,000 PAY STATIONS AT \$15.12 MAY EASILY BE COMPUTED THAT THE AVERAGE STATION RECEIPTS OF THE TELEPHONE MONOPOLY ARE \$75,600 A DAY. EXCLUSIVE OF SUNDAYS THIS WOULD MAKE THE ANNUAL INCOME OF THE TELEPHONE MONOPOLY FOR PAY STATIONS ALONE REACH THE ENORMOUS TOTAL OF \$23,475,000.

In all fairness to the telephone monopoly it must be admitted that the service falls off largely on Sundays. Allowing a falling off of \$50,000 in daily receipts for fifty-two Sundays in the year we find that the Lord's Day telephone pay station service is good for \$15,000 to the telephone monopoly. **TOTAL OF \$750,000 FOR SUNDAYS.**

On the Sunday service alone the total for a year would amount to \$7,800,000, and this added to the week-day receipts would bring the total income from the pay station service up to \$24,255,000 a year.

In the opinion of an expert in the telephone business about 30 per cent of the pay station business is given up to long distance calls upon which the profit is not as large as on local 10-cent calls; in fact, the long distance service is so new and has cost so much that just what constitutes a profit has hardly been figured out. To make the showing as fair as possible for the telephone monopoly, a deduction of 30 per cent from the amount given above as the total should be made.

This takes off \$7,275,000, and, yielding to the contention of the monopoly that there is no profit in long distance calls, this amount must be wiped from the receipts of the local pay stations. In round numbers this would leave the receipts of the 5,000 pay stations, solely from 10-cent calls, \$17,000,000.

The capital of the New York Telephone Company—90 per cent, of which is water—is \$38,000,000. Receipts of \$17,000,000 from one branch of the service is a pretty large return. A percentage of this must be deducted for the expense of running the pay stations, but the percentage is small. The cost of installation, table, instrument and hook for a small station will not run over \$35, and it is a poor station, indeed, that does not pay for itself in a few days.

When the monopoly reduced the pay station toll from 15 cents to 10 cents for minutes' conversation, the business increased at an astounding rate and a horde of energetic young men are working to-day to extend the pay station business. The telephone monopoly will put a pay station in a Chinese laundry if there is a chance of getting in a few dimes. At a five-cent rate the business would grow until the whole city would be speckled with pay stations, and while the profits of the monopoly would be cut down to some extent at the start, it is a question if the increase in business would not still allow the accumulation of profits calculated to make the income of a Rothschild look puny by comparison.

COST WOULD NOT BE LARGE.
It is the howl of the telephone monopoly that the cost of extending its lines in New York City is enormous. The contrary is the case. A squad of young men is at work continually securing rights of way over property all through the city for extensions of wires. Nothing is paid for the right of way as a general thing.

A property owner who has an extension...

"A Blessing to all Women"

Great joy and comfort comes into every household when the virtue of "Mother's Friend" is known. No more gloomy forebodings or nervousness by expectant mothers, as all pain is prevented by the external use of "Mother's Friend," the marvelous liniment. There is nothing like it.

R. P. MOW, of Wash. D. C., writes: "Many of my wife's friends have used 'Mother's Friend' before confinement, and say they had not passed through the ordeal again without having it, even if it cost \$25 per bottle."

Sent by express paid on receipt of price, \$1.00 per Bottle. Do not use "Mother's Friend" written especially for young and middle-aged women, mailed free. SOLD BY ALL DRUGGISTS.

THE DRUGGIST REGULATOR CO., Atlanta, Ga.

five business may secure free telephone service in return for allowing the monopoly to string its wires over his land or buildings, but he will have to fight for it. There are very few men in New York who have such a free service.

**A Stitch In Time
Saves Nine**

Now is the time to provide yourself with one of our FROST KING (for Gentlemen), or FROST QUEEN (for Ladies).

Chamois Vests.

A new and large line just received, which we will be pleased to have you examine. Also the

Klondyke Chest Protector,

75c.

Leader Chest Protector,

50c.

Burrow, Martin & Co.,

296 MAIN STREET.

—THE—

NOTTINGHAM & WRENN CO.,

DEALERS IN

Pine and Oak Wood.

Nut Coal, Stove Coal,

Egg Coal, Furnace Coal.

We have special facilities for supplying the celebrated

Pocahontas Steam Coal

—ALSO—

Water for Tug Boats,

Dredging Companies, &c., at N. & W. 17. Co.'s city local pier.

The Nottingham & Wrenn Co.,

NO. 155 MAIN ST., NORFOLK, VA.

So. Bell Telephone, 5-114-234.

So. States Telephone, 15-25-33.

Fresh Land Plaster

AUGUST 12.

NOW LANDING.

COAL TAR

PINE TAR

in oil, pork and pine barrels

Shell Lime

No. 1 Rock Lime

JOHN O. GAMAGE

WOODSIDE'S WHARF.

DRY SLAB WOOD

Dry and Green Oak Wood.

Dry Pine Wood.

COAL OF ALL KINDS.

Prompt Delivery.

CHAS. E. SCOTT & CO.,

220 LOVITT AVENUE.

Old Phone, 221. New Phone, 113

GAMAGE & WALLER

12-18 PLUME ST.

Fine Front and ornamental

PRESSED BRICKS

in popular shades, in stock,

under cover.

—RED, GRAY, BUFF AND TERRA

COTTA.

Pecora, Excelsior, Colorado, Mortar

A. WRENN & SONS

24 to 40 Union Street.

NORFOLK, - VIRGINIA.

MANUFACTURERS OF

UP-TO-DATE

Pleasure Vehicles.

AND BUSINESS WAGONS OF ALL

KINDS.

Our Wire Wheel, Rubber Tire Runabouts and Surrays are the Handsome and Best.

Largest variety ever shown in these parts.

PRICES LOW! QUALITY HIGH!

—LARGE STOCK OF—

... HARNESS ...

AND OTHER

Horse Goods.

SAY!

Are you building? If so, you will need

Cabinet Mantels,

Grates, Tiles, &c.

Visit our show rooms and see the latest designs or maybe you want an estimate on

Doors, Windows and

Mill Work.

We make these and you don't have to wait. Patronize HOME INDUSTRY.

WHITE HARDWARE CO.,

309 MAIN ST., NORFOLK, VA.

E. L. MAYER. WM. M. WHALEY.

MAYER & CO.,

Manufacturers' Agents, Importers and Dealers in

MACHINERY

and supplies, Tools, Shafting and Pulleys, Engines and Boilers, Pumps, Injectors, Valves, Cocks, &c., Saws, Raising Gear, Bolts, Nuts, Washers, Belling, Packing, Waste, Iron, Steel, Nails, Oils, Cordage.

We guarantee the quality of our goods and also prompt delivery, and with increased facilities we are prepared to meet all competitors. Inquiries and orders are solicited.

35 COMMERCIAL PLACE, VIRGINIA.

Telephone 17.

TRAVELERS' GUIDE.

"THE NEW LINE."

Norfolk and Atlantic Terminal

COMPANY.

The following schedule, effective 7:45 A. M., SEPTEMBER 1st, 1900. Close connection made at Old Point with Electric trains for Phoebus, Hampton, and Newport News.

Norfolk, Ar. Pt. Norfolk.

7:50 a. m. 8:20 a. m. 7:50 a. m. 8:20 a. m.

9:00 a. m. 10:00 a. m. 9:00 a. m. 10:00 a. m.

10:50 a. m. 11:50 a. m. 10:50 a. m. 11:50 a. m.

12:00 p. m. 1:00 p. m. 12:00 p. m. 1:00 p. m.

1:50 p. m. 2:50 p. m. 1:50 p. m. 2:50 p. m.

3:00 p. m. 4:00 p. m. 3:00 p. m. 4:00 p. m.

4:50 p. m. 5:50 p. m. 4:50 p. m. 5:50 p. m.

6:00 p. m. 7:00 p. m. 6:00 p. m. 7:00 p. m.

7:50 p. m. 8:50 p. m. 7:50 p. m. 8:50 p. m.

9:00 p. m. 10:00 p. m. 9:00 p. m. 10:00 p. m.

***Daily except Sunday.**

Local cars for Lambert's Point and Tanner's Creek will leave Norfolk at 6:30 a. m., 7:30 a. m., 8:30 a. m. and every 30 minutes thereafter until 8:00 p. m.

Local cars will leave Tanner's Creek for Norfolk at 7:00 a. m., 8:00 a. m., 9:00 a. m. and every half-hour thereafter until 8:00 p. m.

Schedule subject to change without notice.

Baggage checked from Old Point Pier to any point in the city.

L. D. MATHES,

General Superintendent.

Chesapeake & Ohio Ry.

ROUTE

TO RICHMOND, CINCINNATI, LOUISVILLE AND THE WEST.

SCHEDULE IN EFFECT OCT. 1, 1900.

LEAVE NORFOLK.

TRAVELERS' GUIDE.

VESTIBULED

WEST-SAL INDIA LIMITED

TRAINS

DOUBLE DAILY SERVICE

SHORT LINE TO THE PRINCIPAL CITIES OF THE SOUTH.

ATLANTA, NEW ORLEANS, AUGUSTA, MACON, CHATTANOOGA, NASHVILLE, MEMPHIS, TEXAS, CALIFORNIA, JACKSONVILLE, TAMPA, HAVANA, CUBA, AND PORTO RICO, ST. AUGUSTINE, PALM BEACH, MIAMI, FLORIDA, EAST COAST AND THE ENTIRE SOUTH.

Leave Norfolk	Arrive Norfolk	No. 41	No. 42
Portsmouth	9:30 a. m.	9:30 a. m.	9:30 a. m.
Ar. Suffolk	10:01 a. m.	10:01 a. m.	10:01 a. m.
Ar. New London, N. C.	11:15 p. m.	11:15 p. m.	11:15 p. m.
Ar. Weldon	11:50 a. m.	11:50 a. m.	11:50 a. m.
Ar. Henderson	1:55 p. m.	1:55 p. m.	1:55 p. m.
Ar. Raleigh	2:45 p. m.	2:45 p. m.	2:45 p. m.
Ar. Southern Pines	3:12 p. m.	3:12 p. m.	3:12 p. m.
Ar. Wilmington	3:05 p. m.	3:05 p. m.	3:05 p. m.
Ar. Charlotte	10:25 p. m.	10:25 p. m.	10:25 p. m.
Ar. Hamlet	10:32 p. m.	10:32 p. m.	10:32 p. m.
Ar. Columbia, S. C.	1:45 a. m.	1:45 a. m.	1:45 a. m.
Ar. Augusta	2:10 a. m.	2:10 a. m.	2:10 a. m.
Ar. Savannah	5:00 a. m.	5:00 a. m.	5:00 a. m.
Ar. Jacksonville	9:10 a. m.	9:10 a. m.	9:10 a. m.
Ar. Athens	5:30 a. m.	5:30 a. m.	5:30 a. m.
Ar. Atlanta, C. T.	5:55 a. m.	5:55 a. m.	5:55 a. m.
Ar. Mobile	11:10 a. m.	11:10 a. m.	11:10 a. m.
Ar. Montgomery	11:15 p. m.	11:15 p. m.	11:15 p. m.
Ar. New Orleans	5:20 p. m.	5:20 p. m.	5:20 p. m.
Ar. Nashville	1:00 p. m.	1:00 p. m.	1:00 p. m.
Ar. Memphis	5:10 a. m.	5:10 a. m.	5:10 a. m.

Daily.
Connections at New Orleans with Southern Railway, Texas and Pacific Railways for all points in Texas, Mexico and California.

No. 41—Arrives Portsmouth daily at 7:50 a. m.

No. 42—Arrives Portsmouth daily at 5:50 p. m.

Pass'g. Agt., J. W. BROWN, JR.,
Trav. Pass'g. Agt., Portsmouth, Va.
MURRAY FORBES,
Trav. Pass'g. Agt., Portsmouth, Va.
E. ST. CLAIR, Vice President and General Manager.
V. E. MBBE, General Superintendent.
H. W. D. GLOVER, L. S. ALLEN,
Traffic Manager, Gen'l Pass'g. Agt., Portsmouth.

Norfolk & Southern R. R. Co.

SCHEDULE IN EFFECT SEPT. 20, 1900

MAIL AND EXPRESS LEAVES NORFOLK DAILY (except Sunday) 10 a. m. for Baltimore and all stations. Connections at Edenton for Plymouth, Jamestown and Weldon. For landings on Chowan river, Tuesday, Thursday, Saturday, and for Southport, Monday and Friday. Connections at Edenton with Old Dominion steamers for Norfolk, Aurora, South Creek and Washington, N. C. Trains arrive at Norfolk at 5:35 p. m. daily, also at 10:25 a. m. daily, except Sunday.

Evening Express Leaves Norfolk at 4:30 p. m. Tuesday, Thursday and Saturday for Edenton and all intermediate stations. Connections at Edenton with steamer for New Bern, Roanoke Island and Oriental.

ARRIVE AT NORFOLK.
MAIL AND EXPRESS DAILY (except Sunday) at 10 p. m. and at 11 a. m. Tuesday, Thursday and Saturday. Passenger stations, Norfolk and Western depot. Freight station on Water street.

Freight Leaves Norfolk Water street station 3 p. m. Tuesday, Thursday and Saturday via Albemarle and Chesapeake Canal.

Virginia Beach Division.

LEAVE NORFOLK, PARK AVENUE STATION.

Week Days—6:45 a. m., 10:45 a. m., 2:00 p. m., 5:10 p. m.
Sunday—9:30 a. m., 11:30 a. m., 1:30 p. m.

LEAVE VIRGINIA BEACH.

Week Days—8:20 a. m., 12:30 p. m., 4:15 p. m., 6:00 p. m.
Sunday—10:15 a. m., 12:30 p. m., 2:30 p. m., 5:00 p. m.

CURRITUCK BRANCH.

DAILY EXCEPT SUNDAY.

Leave Norfolk—8:45 a. m. and 4:15 p. m.
Arrive Menden Point—11:50 a. m. and 5:45 p. m.

Leave Menden Point—7:00 a. m. and 1:45 p. m.
Arrive Norfolk—8:20 a. m. and 3:20 p. m.

Steamer Comet leaves Menden Point Monday, Wednesday and Friday for Currituck Sound landings and returns Tuesday, Thursday and Saturday.

H. C. HUDGINS,
Gen. Freight and Pass. Agent.
M. K. KING, General Manager.

Norfolk & Washington Steamship Co.

The new and powerful iron palace steamers NEWPORT NEWS, WASHINGTON and NORFOLK, will leave daily as follows:

NORTH-BOUND.

Leave Portsmouth, N. & W. S. S. Co. 5:00 p. m.

Leave Norfolk, N. & W. S. S. Co. 6:00 p. m.

Leave Washington, B. & O. 7:00 p. m.

Leave Washington, Penn. R. 7:30 a. m.

Arrive in Philadelphia, Penn. 10:55 a. m.

Arrive in Philadelphia, B. & O. 11:27 a. m.

Arrive in New York, Penn. 11:15 p. m.

Arrive in New York, B. & O. 11:45 p. m.

SOUTH-BOUND.

Leave New York, Penn. R. 12:05 p. m.

Leave New York, B. & O. 12:09 p. m.

TRAVELERS' GUIDE.

NORFOLK & OCEAN VIEW R.Y.

QUICK AND FREQUENT SERVICE

BETWEEN NORFOLK, OCEAN VIEW, OLD POINT, HAMPTON AND NEWPORT NEWS.

Cars leave West Main street, corner Granby street (opposite New Atlantic Hotel), Henry street station discontinued.

TEMPORARY SCHEDULE TAKING EFFECT OCTOBER 11, 1900.

A. M.	A. M.	Daily	A. M.	A. M.
7:15	8:25		8:45	9:15
8:15	9:25		10:15	11:15
9:15	10:55		11:45	
11:15				
P. M.	P. M.	Daily	P. M.	P. M.
12:15	1:25		12:45	12:55
1:15	2:15		1:15	1:55
2:15	3:25		2:45	3:15
3:15	4:35		3:45	3:55
4:15	5:35		4:45	4:55
5:15	6:35		5:45	5:55
6:15	7:25		6:45	6:55
7:15	8:25		7:45	7:55
				8:55

Above schedule is for express car; local car follows express to Ocean View.

Norfolk Street Car Tickets good on Ocean View Route.

Transfers given to any part of Norfolk

A. C. L.

ATLANTIC COAST LINE RAILROAD COMPANY.

IN EFFECT May 1st, 1908.

Stations	No. 45	No. 10
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